

Pressemeldung  
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## **Diesel technology: BMW models gain top marks for pollutant readings in ADAC EcoTest.**

**Diesel models from BMW were awarded top marks for their nitrogen oxide readings in the real-world road test conducted by the ADAC in Germany. The following models scored maximum points in the emissions section of the ADAC EcoTest and were graded as outstanding:**

**BMW 520d Touring (fuel consumption combined\*: 4.8-4.7 l/100 km [58.9-60.1 mpg imp], CO<sub>2</sub> emissions combined\*: 125-123 g/km; figures as at 06.12.2018)**

**BMW 218d Active Tourer Steptronic (fuel consumption combined\*: 4.5 l/100 km [62.7 mpg imp], CO<sub>2</sub> emissions combined\*: 119 g/km; figures as at 10.12.2018)**

**BMW X1 sDrive 18d Steptronic (fuel consumption combined\*: 4.6 l/100 km [61.3 mpg imp], CO<sub>2</sub> emissions combined\*: 121 g/km; figures as at 10.12.2018)**

**Munich.** The EcoTest organised by the ADAC (the German automobile association) is a rigorous testing procedure that subjects vehicles to a thorough examination, including measuring their pollutant emissions in real-world road driving. A trio of diesel models from BMW recently achieved the best possible score of 50 marks, resulting in the award of grade '1' for outstanding. The BMW 520d Touring performed superbly in the nitrogen oxide tests, with a reading of less than 16 mg/km in urban driving and under 10 mg/km in rural driving and on the motorway. The maximum allowed is 168 mg/km. The ADAC had the following to say about the BMW X1 sDrive 18d Steptronic: "BMW is dealing extremely well with the issue of emissions. There are no abnormal figures for any type of pollutant, and the nitrogen oxide emissions are so low they could even be a record. Even

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the sensitive measuring equipment used for the test barely managed to detect any emissions in some cases.”

BMW models have performed comparatively well in nitrogen oxide emission tests in the past, too. This was the case, for example, in the real-world road test conducted by German motoring magazine *auto, motor und sport* (issue 19 from 23 March 2017) and the many follow-up tests carried out by authorities in countries including France, Korea and Japan. Here, the respective BMW models obtained some of the best results.

The ADAC test results are further proof that today's BMW diesel models with state-of-the-art technology produce remarkably low emissions. Three factors, in particular, are key to achieving this:

1. Many years of experience with and ongoing improvement of all the components used for reducing NOx emissions (e.g. exhaust gas recirculation, adsorption catalyst and SCR system).
2. Use of the very latest exhaust gas aftertreatment technology.
3. Matching the engine's configuration to this cutting-edge exhaust gas aftertreatment technology at an early stage during the vehicle development process.

Detailed results of the ADAC EcoTest can be found at

<https://www.adac.de/infotestrat/tests/auto-test/default.aspx>

\* The values for fuel consumption, CO2 emissions and energy consumption shown were determined in a standardised test cycle according to the European Regulation (EC) 715/2007 in the version currently applicable. The figures refer to a vehicle with basic configuration in Germany and the range shown considers transmission (automatic or manual) and the different wheels and tyres available on the selected model and may vary during the configuration.

The values of the vehicles labelled with (\*), are already based on the test cycle according to the new WLTP regulation and are translated back into NEDC-equivalent values in order to allow a comparison between vehicles. More information on the transition from NEDC to WLTP test procedures [can be found here](#).

These figures are intended for comparison purposes and may not be representative of what a user achieves under usual driving conditions. For plug-in hybrid vehicles and battery electric vehicles the figures have been obtained using a combination of battery power and petrol fuel after the battery had been fully charged. Plug-

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in hybrid vehicles and battery electric vehicles require mains electricity for charging. The CO2 emissions labels are determined according to Directive 1999/94/EC and the Passenger Car (Fuel consumption and CO2 Emissions Information) Regulations 2001, as amended. They are based on the fuel consumption, CO2 values and energy consumptions according to the NEDC cycle.

A guide on fuel economy and CO2 emissions which contains data for all new passenger car models is available at any point of sale free of charge. For further information you can also [visit this link](#).

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In 2017, the BMW Group sold over 2,463,500 passenger vehicles and more than 164,000 motorcycles worldwide. The profit before tax in the financial year 2017 was € 10.655 billion on revenues amounting to € 98.678 billion. As of 31 December 2017, the BMW Group had a workforce of 129,932 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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